AMENDMENTS TO THE CLAIMS

The listing below of the claims will replace all prior versions and listings of claims in the present application:

Listing of Claims:

Claim 1 (original): A method for adjusting a contact force between two frictionally-engaged torque-transmitting components of a motor vehicle drive system, said method comprising the steps of: determining a preliminary adjusting value from a value of at least one operating parameter of the drive system; determining a regulator output value by comparing an actual value of an operating parameter with a target value of the operating parameter; and determining the contact force from a control variable that is a function of the preliminary adjusting value and the regulator output value.

Claim 2 (original): A method in accordance with Claim 1, wherein the step of determining the regulator output value is only operative during quasi-static operating conditions of the drive system.

Claim 3 (original): A method in accordance with Claim 1, wherein the preliminary adjusting value and the regulator output value are in direct relationship with the contact force.

Claim 4 (original): A method in accordance with Claim 1, including the step of providing an adjusting value by adding together the preliminary adjusting value and the regulator output value.

Claim 5 (canceled)

Claim 6 (original): A method in accordance with Claim 1, wherein one of the torque-transmitting components is an endless torque-transmitting means and another component is a pair of conical disks of a continuously variable transmission, and wherein the preliminary adjusting value is a function of the rotational speed of the pair of conical disks and the transmission ratio of the continuously variable transmission.

Claim 7 (currently amended): A method ~~in accordance with Claim 5,~~ for adjusting a contact force between two frictionally-engaged torque-transmitting components of a motor vehicle drive system, said method comprising the steps of: determining a preliminary adjusting value from a value of at least one operating parameter of the drive system, wherein the preliminary adjusting value is a function of a torque to be transferred; determining a regulator output value by comparing an actual value of an operating parameter with a target value of the operating parameter; and determining the contact force from a control variable that is a function of the preliminary adjusting value and the regulator output value, wherein the preliminary adjusting value increases in magnitude with one of

increasing torque, shorter transmission ratio, and smaller running radius of the endless torque-transmitting means in the first pair of conical disks.

Claim 8 (original): A method in accordance with Claim 1, wherein the determination of the control variable includes a method by means of which the actual value of the operating parameter is determined by correlation with the change in a value affecting the value of the operating parameter.

Claim 9 (original): A method in accordance with Claim 1, wherein a relationship between a modification of an input value and a dependent modification of the operating parameter used for the regulator output value is used to determine the preliminary adjusting value.

Claim 10 (original): A method in accordance with Claim 1, wherein one of the torque-transmitting components is an endless torque-transmitting means and another component is a conical disk pair of a continuously variable transmission, and a regulation difference is a function slippage between the components.

Claim 11 (original): A method in accordance with Claim 10, wherein an additional value is supplied to the adjusting value when the slippage exceeds a threshold value.

Claim 12 (original): A method in accordance with Claim 1, including the step of at least one additional component, calculated from a model of the drive train, is switched in to the control variable.

Claim 13 (original): Apparatus for the regulation of a contact force between two frictionally engaged torque-transmitting components of a motor vehicle drive system, said apparatus comprising: sensors for the determination of operating parameters of the drive train, at least one actuator for adjustment of the contact force, and an electronic control unit that includes a microprocessor and a program and data storage unit.